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Montana and the Sky



Department of Transportation – Aeronautics Division

Vol. 47 No. 1

January 1996

Prominent Aviators to Address Aviation Conference

BRIAN SHUL

Only a handful of pilots have flown the SR-71 Blackbird spy plane. Brian Shul is one of them. He will share his stories of piloting the world's fastest, highest-flying airplane at the 1996 Montana Aviation Conference.

Shul was born in 1948, the son of a career Marine. In 1970 he joined the Air Force and received his wings at Reese Air Force Base, Texas.

As an air advisor during the Vietnam War, Shul flew more than 200 missions in fighter aircraft and performed close air support in conjunction with Air America.



When his aircraft was shot down near the Cambodian border, Shul was flying too low to bail out. He was forced to ride his jet to a crash-landing in the jungle.

Severely burned from the fireball, he managed to crawl from his plane and was later rescued. Doctors, however, held little hope that he would survive his injuries.

When he surprised them by living, his doctors told him that he would never fly again. Shul set out to prove them all wrong again.

Shul spent a year in military hospitals and endured 15 major surgeries. He put in countless hours of determined effort and physical therapy, astounding everyone by returning to fly single-seat fighters. After his recovery, Shul flew the A-7, the A-10 and instructed at the Air Force's Top Gun School in the F-5. His final assignment was to "drive the sled" — the fastest jet in the world, the SR-71 Blackbird.

Shul retired from the Air Force in 1990 with more than 5,000 hours flown in fighters. Two years later, he penned *Sled Driver*, which won 1992's golden Georgi from the American Foundation of Writers for best new aviation book of the year. Since then, he has followed with a more detailed book about specific SR-71 missions he flew. Co-written with his back-seater on those flights, its title is *The Untouchables*.

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DR. PEGGY BATY

President and founder of Women in Aviation, International (WAI), Dr. Peggy Baty, will be the keynote speaker at the awards luncheon to be held on Saturday, March 2, 1996. The organization was incorporated in 1994 as a result of the success of the annual International Women in Aviation Conference begun in 1990. WAI represents women from all segments of the aviation industry including general, corporate, commercial and military.

Presently, Dr. Baty is the Executive Director of the International Women's Air

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Administrator's Column

New Rule Cripples Small Operators:

The new FAA Commuter Rule has drawn great concern from the small operators of ten to nineteen seat airplanes. The National Air Transportation Association (NATA) is convinced the cost to comply with this new FAA rule will not provide the type of safety enhancements being touted by the FAA. NATA President James Coyne stated, "It's ridiculous to force an operator of a ten to nineteen seat airplane to comply with the same standards as a 747, yet, that's what this rule mandates." Coyne was however pleased that the FAA has exercised some common sense by delaying several costly equipment requirements such as floor track lighting for ten seat airplanes, flame resistant seats for older aircraft, and emergency ditching requirements for aircraft which do not operate over water. Coyne further stated that "this new rule will force small air carrier customers onto the highways."

→ → → → → → → → → →

FAA Challenge 2000—Zero Accidents:

Department of Transportation Secretary Federico Pena has committed the FAA to a safety goal of zero accidents for the aviation community. Along with this commitment he has initiated Challenge 2000 which will be a comprehensive review of the FAA's safety oversight capabilities. The FAA will take input from its Research, Engineering, and Development Advisory Committee made up of representatives from various parts of the aviation industry. Many aspects of the aviation industry will be reviewed including the structure of aviation and other industry risks associated with air transportation in the US as well as foreign countries, and the FAA's safety organization. The RE&D Committee will also evaluate the FAA relationship to the technology environment and the agency's ability to respond to rapid technological changes. The aircraft accident rate for General Aviation has decreased dramatically over the past decade. Through the continuing efforts of state, federal, and particularly private sector organizations such as the

AOPA Air Safety Foundation, whose entire efforts are aimed toward conducting nationwide safety programs, this enviable record will continue to improve. We would all like to see zero accidents, however, we are human beings who fly mechanical machines and I feel this goal is somewhat unrealistic. Although I feel the Challenge 2000 program has some creditability, I believe Secretary Pena could better focus the FAA's efforts toward more and better safety education programs to help reduce even further the aircraft accident rate and stop touting his unachievable ZERO ACCIDENT GOAL. We all know that the only way this can be achieved is to NOT FLY!

→ → → → → → → → → →

National Park Overflights: The National Park Service and the FAA are involved in a joint rulemaking effort to develop a national policy regarding park overflights. The FAA has also been asked to adopt a preemptive ban on overflights of Rocky Mountain National Park located northwest of Boulder, Colorado, even though there are no air tour operations there. The FAA has not yet responded to this request but there is great concern that if the FAA does place flight restriction here, that similar bans will be placed over other national parks.

→ → → → → → → → → →

GPS As Sole Navigation Means Cautioned by DOD: The Department of Defense has cautioned about using GPS as a sole means of navigation. The military has experienced erroneous position signals caused by some type of corrupt data. Although this problem is specific to the military, they are saying something else might go wrong that would impact civil users. A military source said, "This is an instance in the military arena where something could go wrong, and it did. The message is that a complimentary or auxiliary system is needed in case something does go wrong." The Aircraft Owners and Pilots Association (AOPA), National Association of State Aviation Officials (NASAO)

continued on page 5



Montana and the Sky
Department of Transportation
Marc Racicot, Governor
Marv Dye, Director

Official monthly publication
of the
Aeronautics Division
Telephone 444-2506
2630 Airport Road
Helena, Montana 59604
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Montana and the Sky is published monthly
in the interest of aviation in the
State of Montana.
Third Class postage paid at
Helena, Montana 59604

Subscription: \$5 per year
Editor: Debbie Alke
Editorial Assistance:
Q Communications Group

Scholarships Expand

A Love of Aviation (ALOA) Scholarship: there are two anonymous donors again this year, therefore, two \$250 flight scholarships will be awarded.

Norm Eberhardt Memorial Scholarship: the Norm Eberhardt family has contributed a \$250 flight scholarship in memory of their father.

Aviation Appreciation Scholarship:

Jeff Morrison, retired former owner of Morrison Flying Service, has set up an annual \$250 scholarship as a token of appreciation to the aviation community to help a young person seeking a career in aviation.

Scholarship recipients will be selected based upon a Montana resident explaining in a letter the reasons for applying, future career goals, past aviation experience and any outstanding achievements, if any.

The scholarships will be presented during the 1996 Montana Aviation Conference in Helena.

Letters of application should be sent to Montana Aeronautics Division, P.O. Box 5178, Helena, MT 59604. Letters must be postmarked on or before February 9, 1996.

For more information call the Aeronautics Division at 444-2506. ✈

Calendar

January 23—AMAA Conference, Great Falls.

January 26-28—Winter Survival Clinic, Helena.

February 2-3—Flight Instructor Refresher Clinic, Helena.

February 29-March 2—Montana Aviation Conference, Helena.

March 3-6—Upper Midwest Aviation Symposium, Bismarck, North Dakota.

August 1-7—44th Annual EAA Fly-in Convention, Oshkosh, WI.

EAA Oshkosh '95 Facts

- Estimated total attendance: 830,000
- Estimated total airplanes flown in for event: Greater than 12,000
- Nations represented: 71
- Showplanes registered: 2,719
- Showplane attendance:
 - 718 Custom-built
 - 58 Rotorcraft
 - 170 Antiques
 - 28 Replicas
 - 32 Amphibians
 - 684 Classic
 - 236 Contemporary
 - 26 Specials
 - 466 Warbirds
 - 123 Seaplanes
 - 178 Ultralight/Light Planes
- News media reps: 1,125 representing six continents
- Size of convention site: approximately 1,400 acres
- Campers at EAA's Camp Scholler: Greater than 4,000
- Economic impact: Greater than \$81 million in Wisconsin

99s Scholarship

The Montana Chapter of the Ninety Nines will award the fifth annual Esther Combs Vance/Vern Vine Memorial Flight Training Scholarship at the Montana Aviation Conference in Helena. The scholarship is to aid in the financing of a female student pilot's flight training or any Montana female interested in learning how to fly.

Applicants must reside in Montana and receive flight training in Montana by a Montana registered CFI.

Interested applicants must submit an essay of 500 words stating the reasons for wanting to learn to fly, including where

your interest began and plans for obtaining your private pilot certificate together with other application materials. Improperly submitted applications will be disqualified. Deadline for scholarship applications is February 10, 1996.

For more information or to obtain an application call or write: Tina Pomeroy, 1214 W. Crawford, Livingston, MT 59047, 406-222-6826; Gail Sanchez-Eaton, 1615 S. Black, #108, Bozeman, MT 59715, 406-586-4126; or contact the Aeronautics Division at P.O. Box 5178, Helena, MT 59604, 406-444-2506. ✈

Prize Offered

The best idea to promote understanding of aviation and air transportation is eligible for a \$10,000 prize offered by The Alfred L. and Constance Wolf Aviation Fund of Philadelphia. The Wolf Fund is sponsoring its fifth annual competition to "promote new and creative ideas to make general aviation safer, less expensive, more fun and more useful," and this year is seeking proposals for "The Promotion of Public Understanding of Aviation and Air Transportation." Ideas involving the public benefits of general aviation air transportation

are specifically being sought. For more information or to receive application forms, write to: Sandra L. Cadwalader, 200 Wawa Road, Medica, PA 19063. Final submissions are due February 9.



Montanan Breaks Record



Carl Eidsness will float into the balloon record books with his 20-hour, 35-minute flight that took him 1,125 miles from his northeast Montana wheat farm near Reserve to a rugged, mountainous forest straddling the Oklahoma-Arkansas border.

His October 19-20 flight broke the second oldest record in ballooning and also surpassed the previous U.S. national record for a gas balloon flight. He is one of relatively few US balloon pilots who fly anhydrous ammonia gas — the same chemical that farmers use in the liquid form as fertilizer.

Carl inflated his *Big Sky* balloon which he constructed himself and at 9:10 pm on October 19, he was airborne. Soon he reached an altitude of 9,000 feet, flying 55 to 60 mph and watching the Northern Lights as he flew.

Through the night, he crossed North Dakota, South Dakota and Nebraska. By

9:00 am he was flying over Kansas.

It was 6pm CDT and the pilot had no ballast left. He was approaching the Arkansas border in southern Oklahoma over the densest forest he'd ever flown with the terrain getting steeper.

On the ground, the McCurtain County Sheriff's Department mobilized five officers for a possible rescue. It was getting dark and the lawmen knew it would not be easy to find someone in that country at night.

The sheriff's officers chased the balloon to its exact landing spot. A ham radio operator who had been following Eidsness drove up first and grabbed a tow rope, but the balloon started dragging him. Eidsness opened the envelope, allowing the ammonia gas to escape and drift upward while his basket and the balloon settled on the ground.

Sheriff's officers hauled the pilot and his equipment into Broken Bow, OK, with no injury to the pilot.

What's next? Another record? "I've got my eye on one, yes," he admitted. "But I don't want to divulge it now!"

Congratulations Carl!

✈️ Reminder ✈️

The Montana Aeronautics Division's Aviation Awareness Art Contest for students in grades 1–12 is underway.

The winner from each of the three categories (divided by age) will receive a plaque and certificate of achievement presented by the Governor, a career awareness tour of the Helena Regional Airport and a round-trip flight from the winner's hometown to Helena for the winner and his/her parent(s).

A grand prize for entrants 15–17 years of age will include paid tuition to attend the 1996 Experimental Aircraft Association (EAA) Air Academy in July and attendance at the EAA fly-in at Oshkosh, WI. Round trip airfare is included, compliments of Northwest Airlines.

Get those entries in to the Division at P.O. Box 5178, Helena, MT 59604 by February 16, 1996.



December Search and Rescue Report

By: Jeanne Lesnik, Safety and Education Bureau Chief

12/5 0400 MST—two satellite hits plotted near Hamilton Airport. Bill Stewart went to Hamilton Airport with DF equipment, didn't pick-up a signal. Next satellite pass, negative. 2.0 hours

12/7 0600 MST—two satellite hits plotted at Hamilton Airport. Bill Stewart was called with DF equipment and found ELT on the field. This is the second time this ELT has gone off this year. 2.0 hours

12/7 0400 MST—one satellite hit near BIL, went negative, incident closed. 0.5 hours

12/11 1800 MST—BIL. A man standing on his porch in BIL called 911 and reported an aircraft crash. He reported watching vapor trails off both engines go from pink to black. He believed the engines caught fire and the twin engine crashed in the mountains near Red Lodge. The time of day was sunset. Agencies participating in the SAR (911, Montana Aeronautics,

FAA, Carbon County Sheriff and ground teams with DF). The incident turned up negative find. 6.0 hours.

Footnote: The time of day and moisture in the air, clear, sunset can make vapor trails look like smoke especially if you're looking into the sun.

12/11 2230 MST—GTF FSS called and reported an overdue aircraft. Pilot did not close flight plan. FAA error. 1.5 hours.

Heads Up, METAR Is Coming!

Just when you thought you could read a weather report.....

What is METAR? Meteorological Aerodrome Report METAR will replace the hourly surface observations.

What is TAF? Aerodrome Report, TAF will replace the airport terminal forecast. Other weather products such as winds aloft(FD), area forecasts(FA), and pilot reports(PIREPS) will also begin to incorporate the new weather codings.

Why? METAR is currently being used by all countries of the world except the US and Canada, this change is the result of international standardization of weather reports and forecasts.

METAR: A METAR will contain the following sequence of elements:

1. Type of report
2. Station identifier
3. Time of report
4. Wind
5. Visibility
6. Weather and obstructions to visibility
7. Sky condition
8. Temperature and dew point
9. Altimeter setting
10. Remarks

The Federal Aviation Administration has published a booklet on the new aviation weather formats. To obtain a booklet contact: Safety Promotion Staff at 202-267-7770.

Gina Loss, Meteorologist-in-charge at the National Weather Service will give a METAR presentation at the Montana Aviation Conference in Helena.

Administrator cont.

and several other industry and user groups have pleaded with the Department of Transportation (DOT), to no avail, to keep funding the Loran C navigation system. The DOT plans to eliminate both Non-Direction Radio Beacon (NDB-ADF) and Loran C funding in the year 2000 in face of the fact that the Federal Radionavigation Plan calls for Loran C funding through 2015.

Twelfth Annual Conference Shapes Up

Anyone who has not registered for the 1996 Montana Aviation Conference is urged to fill out the registration form on Page 7 and return as soon as possible. The Conference promises to be another great Montana aviation event filled with informative, educational sessions.

In addition to being a good time for continuing education, the Conference provides a forum for those from all facets of the aviation industry — from those who make their living through aviation to the Sunday pilots — to meet on an informal basis to discuss issues of mutual interest.

The Conference will feature an impressive list of speakers, both for meal functions and for concurrent sessions.

The Aeronautics Division's annual Aircraft Mechanics Refresher Seminar will be held in conjunction with the Conference. The seminar is scheduled for Thursday and Friday from 8–5 pm with 12 classroom hours being offered, and only 8 hours necessary for renewal. This will allow mechanics to attend a few hours of other sessions of interest.

Other sessions will include an FAA Q&A Session, a Flying Companion Seminar

for non-pilots, aviation history, instrument flying, survival, US Air Force Academy history, residential airparks, safety issues and others.

An aviation/aerospace career program for students will be held Friday morning and afternoon. A spouses program is also being planned for Friday afternoon.

Exhibitors from all over the US and Canada have reserved booth space.

The registration fee is \$30 for an individual; \$40 for a family and allows entry into all events, coffee breaks, two free drink tickets for the hospitality hour on Friday nite and the luncheon on Friday.

Meal tickets for the Thursday and Saturday luncheons and Saturday's banquet must be purchased separately and **must be reserved at least 48 hours in advanced.**

Rooms have been blocked at the Colonial Inn, phone them at 406-443-2100. Other motels within walking distance of the Colonial are: Aladdin Motor Inn 800-541-2743; Days Inn 406-442-3280; Holiday Inn Express 406-449-4000; Shilo Inn 406-442-0320; and Super 8 406-443-2450.

FUEL PRICES SURVEY

JET-A AND AVGAS PER GALLON PRICES

(Fillup Flyer Fuel Finder — July 1995)

Region	JET-A			AVGAS (100LL)		
	High	Low	Average	High	Low	Average
Northwest	2.41	1.55	1.99	2.65	1.65	2.08
Southwest	2.55	1.28	1.94	2.63	1.55	2.04
North Central	2.25	1.26	1.89	2.48	1.47	1.98
South Central	2.29	1.25	1.89	2.51	1.35	1.97
East Central	2.50	1.29	1.96	2.70	1.59	2.04
Northeast	3.24	1.45	1.97	3.64	1.49	2.09
Southeast	2.40	1.20	1.96	2.63	1.59	2.08
United States	3.24	1.20	1.94	3.64	1.35	2.04

The above table may prove useful as a reference in preparing your '96 budget. It shows the results of a July 1995 independent survey of U.S. FBOs. The survey, by Fillup Flyer Fuel Finder in Cincinnati, reflects fuel prices reported by nearly 3,000 U.S. FBOs. All prices are full retail — before discounts, if any apply — and include taxes and other fees. Contact Fillup Flyer for individualized customer fuel surveys at (800) 333-7900.

SOURCE: *Business & Commercial Aviation*, September 1995

Prominent Aviators continued

BRIAN SHUL

Next came *Summer Thunder*, resulting from an experience of spending a winter training season with the U.S. Air Force Thunderbirds precision flying team.

His most recent adventure was spending a season with the US Navy Blue Angels and his latest book, *Blue Angels — Portrait of Gold*, was released in November of 1995 and is the only book written on this prestigious flying team.

Shul's books are unusual because he actually flies the jets; writes vivid, first-hand narratives of his experiences; and takes all the photos that so beautifully illustrate his stories. They will be available at the conference.

Shul will be the featured speaker at the banquet to be held, Saturday, March 2, 1996. ✈

DR. PEGGY BATY

and Space Museum in Centerville, Ohio. Dr. Baty is responsible for coordinating the multi-million dollar expansion and relocation of the museum to downtown Dayton, Ohio, which is scheduled to be completed by 1999.

A long-time aviation enthusiast and professional aviation educator, Dr. Baty is a 2,000-hour instrument and multiengine rated pilot and flight instructor who has been flying for more than 15 years. Most recently she added a helicopter rating to her flight qualifications and has been an aircraft owner for many years.

Dr. Baty is also the founder and annual director of the International Women in Aviation Conference. The conference began with 150 participants in 1990 from 19 states and grew to over 1,000 from all 50 states and several nations in 1995.

Dr. Baty has held several top positions in aviation education including Academic Dean and Associate Vice President of Parks

College, Dean of Academic Support for Embry-Riddle Aeronautical University's Prescott campus, Director of the Center of Excellence for Aviation/Space Education at ERAU's Daytona Beach campus, and Department Chair of the aviation department at Georgia State University in Atlanta.

The recipient of numerous aviation and education awards, Dr. Baty has received the FAA Administrator's Award for Excellence in Aviation Education.

Peggy Baty is active in numerous aviation organizations and serves as a member of the board of the Experimental Aircraft Association's Aviation Foundation and past president and board member of the University Aviation Association.

An international speaker, Dr. Baty has given numerous keynote and motivational presentations to hundreds of audiences. She has also authored numerous articles and an aviation management textbook. ✈

WAAS Contract Awarded

(Reprinted from FAA's *Southwest Intercom*)

The FAA recently awarded a \$475 million contract for the development of the Wide Area Augmentation System (WAAS) that will utilize the revolutionary Global Positioning System (GPS) to achieve a quantum leap in aviation safety, navigation, and fuel efficiency. The contract to develop and field a network of ground stations across the US was awarded to a consortium led by Wilcox Electric, which will team up with Hughes Aircraft and TRW.

"This is the beginning of a new era. In the near future, satellites in space will guide how planes take off, fly, and land—replacing ground-based navigation systems, some of which have been around since the 1940s," said DOT Secretary Federico Pena. "With the project we will not only become the world leader, but we will also help create what experts project to be a \$30 billion GPS industry in a decade, generating thousands of new American jobs."

FAA Administrator David Hinson said that the transfer of the current ground-based navigation system to a space-based one is in keeping with the FAA's mission to install advanced technology to guide the nation's airspace system into the 21st Century. When fully implemented as an integrated, global system, the possibilities become virtually unlimited," he said.

The contract calls for the development and fielding of a network of ground stations across the US. These stations will receive, analyze, and refine signals from the GPS satellites and transmit the information via communication satellites to all aircraft flying within US airspace. The WAAS ground stations will be located at approximately 35 air traffic control facilities across the country.

Under the WAAS, aircraft will be able to fly more direct routes to their destination, saving time, fuel, and money. Precision approaches will be possible into nearly any airport in the US that is properly configured,

and older ground-based navigation systems, which are expensive to maintain and operate, can be gradually decommissioned. System capacity will be significantly improved by safely allowing more aircraft to occupy a given airspace without increased risk. System congestion and passenger delays will be reduced as a result of more efficient airspace management and scheduling. Navigational equipment on board aircraft can be reduced and simplified.

"This is the kind of revolution in navigation that we saw in computers in the 1970s," said Pena. "An augmented GPS system will benefit land and maritime transportation, atmospheric research, weather forecasting, surveying—in fact, almost every phase of American life."

1996 Montana Aviation Conference - Tentative Schedule

Thursday, February 29

Morning

Exhibitor Meeting
Mechanics Seminar
Concurrent Sessions

Luncheon

Afternoon

Mechanics Seminar
MAMA Board Meeting
Concurrent Sessions
FAA Q&A Session

Evening

Dr. Jerry Cockrell



Friday, March 1

Morning

Mechanics Seminar
Concurrent Sessions
Airport Commissioners Session
Education Session
MFF Business Meeting
MAMA Membership Meeting
MATA Business Meeting
Flying Companion Seminar

Luncheon

Held in Exhibit Area, free to registrants
Door Prizes

Afternoon

Concurrent Sessions
Airport Commissioners Session
Education Session
Spouse/Guest Program
MAAA Business Meeting
99's Business Meeting

Evening

Hospitality Hour in Exhibit Area

Saturday, March 2

Morning

Aeronautics Board Meeting
EAA Business Meeting
MSPA Business Meeting
MPA Business Meeting
Concurrent Sessions

Awards Luncheon

Speaker: Dr. Peggy Baty

Afternoon

Concurrent Sessions
Aeronautics Board Q&A Session
AOM Meeting

Evening

Banquet Speaker: Brian Shul

The exhibit area will open Thursday morning, February 29 at 10 am and will be open at various times during the Conference through Saturday afternoon. All coffee breaks and Friday's lunch and hospitality hour will be held in the exhibit area.

MONTANA AVIATION CONFERENCE - FEBRUARY 29 - MARCH 2, 1996

PLEASE TYPE OR PRINT

MAIL TO: Montana Aviation Conference ■ P.O. Box 5178 ■ Helena, MT 59604

NAME(S) OF PARTICIPANT(S) (for name tags) _____

ADDRESS _____ PHONE _____

YOUR ORGANIZATION AFFILIATION:
(choose one only for name tag)

- ☐ MPA ☐ MATA
☐ MFF ☐ MAMA
☐ 99S ☐ MAAA
☐ EAA ☐ AMAA
☐ CAP ☐ MSPA
☐ Other _____

MAKE CHECKS PAYABLE TO
MONTANA AVIATION CONFERENCE

PLEASE MAKE THE FOLLOWING RESERVATIONS

NOTE: Meal tickets **must be** purchased 48 hours in advance.

Reg. Fee _____	@\$30/person	\$ _____
_____	@\$40/family	\$ _____
* Thurs. Luncheon _____	@\$10	\$ _____
Fri. Luncheon _____	@FREE	\$ _____
Sat. Luncheon _____	@\$10	\$ _____
Sat. Banquet _____	@\$22	\$ _____

ENCLOSED

*RESERVATION MUST BE MADE PRIOR TO CONFERENCE FOR THURSDAY LUNCHEON. REFUNDS MUST BE REQUESTED BY MARCH 18, 1996—NO EXCEPTIONS. FOR MORE INFORMATION CALL (406) 444-2506

1996 Aircraft Registration

The Aeronautics Division mailed out over 2,758 aircraft registration invoices in mid-December. The Division is mandated by Montana Code Annotated to account for All Montana aircraft not later than March 1 of each calendar year and, according to statutes, must impose and collect a penalty of five times the fee plus the fee for those aircraft not meeting the March 1 deadline. Montana law also states that, "A person who owns or causes or authorizes an aircraft to be operated or who operates an aircraft without a registration decal displayed on the aircraft, commits a misdemeanor." A newly, purchased aircraft must be registered within 30 days of entering the state. Aircraft coming to the state for commercial purposes must be registered and in compliance with the insurance regulations prior to commencing operation.

It is important to note that unflyable, incomplete homebuilts, damaged or even destroyed aircraft (you may own only the paperwork for the aircraft) must be ac-

counted for each year. Upon carefully reading the bill you receive you will note that there is no fee charged for an "unflyable" aircraft, dealer inventory aircraft, or if your aircraft was sold. You must indicate the status of each aircraft and certify that the described aircraft information, as corrected by yourself where necessary, is true and correct before returning the mailer to the Division.

A second billing will be sent in February to those aircraft owners who have not responded. If you did not receive your registration, need a registration, or have questions, please call the Division at 406-444-2506.

The Department of Transportation attempts to provide reasonable accommodations for any known disability that may interfere with a person from participating in any service, program or activity of the Department. Alternative accessible formats of this document will be provided upon request. For further information, call 406-444-2506 or TDD 406-444-7696.

New Propeller Shop



M.A.C. Aircraft Engines of Billings has been serving the aviation community with its specialized engine overhauls since 1985. To expand its service and customer needs, M.A.C. is proud to announce the opening of its new FAA approved propeller overhaul facility.

Having both shops in the same facility will allow the same qualified technicians to overhaul your engine and prop!

You can contact Tim McGinnis of M.A.C. Aircraft Propellers, Inc. at 406-373-6554 or stop by and visit him at 4212 Hwy. 312 in Billings. Good luck Tim!

Thirty-two hundred copies of this public document were produced at an estimated cost of 37¢ each, for a total cost of \$1,210. This includes \$60 for production, \$526 for postage and \$624 for printing.



January 1996

Bulk Rate
Postage Paid at
Helena, MT 59620
Permit No. 141

PO Box 5178
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